

SKYWRITINGS



EAA Chapter 439
Central U.P. of Michigan

October 2018
Home of the Yoopers!



Wish I had better photos, but forgot to take photos while running around

Up-Coming Events

Saturday October 13th 9:00am (CDT) - Chapter Meeting at Kubick Aviation at Ford Airport. Let's discuss how FAD 2018 went and what we want to do for FAD 2019 and get a status update on the hangar.

The Prez Sez!

Tom Sullivan

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Ford Airport Day seemed to be another successful one. I'm still trying to get all the numbers in and get a financial statement done but suspect we will be down this year on net income. The added attendance of the TBM Avenger and P-51 Mustang was huge but we didn't get the bang for the buck on covering fuel costs compared to increased attendance because they were a last minute addition missing most of our marketing efforts. They have expressed an interest in coming again next year and indicated they would give us sufficient time before the event to promote their appearance. They DID indicate they were impressed with our turnout for such a small community.

The B-25 crew did an awesome job for us. When they flew in on Thursday evening, they rattled the skies over town for quite some time, making it very clear there was a special attraction at the airport for the weekend. The press flight before the Veterans Tribute ended up being a great marketing opportunity for us. Two of the TV reporters were in the back with me so I was able to get a preview of what they were going to air Friday night. All three TV stations had great stories that evening, clearly impacting our turnout on Saturday. With warm weather and the big hangar door open, we were able to have close communication between the Young Eagles table and the CAF folks, broadcasting over the PA whenever they needed us to.

Thanks to Sean at EAA Headquarters for bringing up the T-6 on Friday evening. He flew over town with smoke oil and it was the talk of the town that evening. Having a couple of high school football games with stadiums packed viewing the noise and smoke was better advertising than the radio or newspaper!

Dave Houseman and one of our regular attendees, Don Meyers, did the car judging and took it to an awesome level. They indicated, when I asked them, that they weren't sure they would judge like most car shows are done. I exclaimed that's exactly what we wanted. We WANT a different show, one where the typical guys go in and clean up the awards every time competes to a different standard. The process they used to pick the awards had more to do with the willingness of the car show owner to share what his/her car had gone through to become a show car. How some of the features were selected and the time and energy it took to get the car to show level. I really liked the selection process and, by the reaction of those that were awarded trophies, it was clear the car folks appreciated it too.

The hangar project has stalled since the last meeting. Between weather, my personal and business commitments, it hasn't had a worker on it since. I DID get a plumbing quote for what needs to go in the floor before we pour. Hopefully we will get a break on the weather and some volunteers pushing for a work session (it doesn't always have to fall back on me). If we don't make some progress here in the next few weeks, even the concrete may end up pushed back to next spring.

Tom

In Case you Missed The TV Coverage

About the CAF B-25 and FAD:

https://www.youtube.com/watch?v=77_8h2EDFJM

Tribute to Veterans Coverage:

<https://www.uppermichiganssource.com/content/news/Ford-Airport-honors-veterans-during-Airport-Days-493344151.html>

FAD coverage:

<https://www.uppermichiganssource.com/content/news/Ford-Airport-offers-once-in-a-lifetime-flights--493396071.html>

Editor's Notes

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Ford Airport Day 2018 and Tribute to Veterans



Both of these events are in the “books” as they say. The planning for FAD followed it’s normal course, meaning a few people did all the work getting the display aircraft, getting sponsors, coordinating advertising and media, obtaining volunteers and the other tasks needed to insure the event would occur. However, the Tribute to Veterans was done from scratch with multiple people accomplishing various tasks.

I want to thank all the people who made these events a success. However, I do want to give a special thanks to

Beth Sullivan for taking charge of all aspects of the lunch for the Tribute to Veterans event and both the breakfast and lunch for FAD. I also want to give a Special Thanks to the Civil Air Patrol officers and cadets who helped us get the hangar ready for these events, worked during FAD, and stayed to take down and put away all the tables, chairs and other stuff. Our workload was reduce by their assistance and dedication.

Some facts about these events:

- FAD Paid Attendance: Adults – 737 Children – 273
- Main aircraft attractions this year were a B-25J, TBM, T-6, P-51& Tom’s Lancair.
- Sponsors: We had 10 sponsors for a total of \$9550.
- Advertising:
 - Flyers were sent to 26 local airports
 - Internet - Posted on Minnesota, Wisconsin, Michigan, EAA, AOPA & other aviation websites.
 - Radio ads ran on 9 stations starting 10 days before event and were updated after 5 days to include the Tribute to Veterans
 - Posters were completed by August meeting and displayed in at least 20 locations
 - Newspaper – three ads were run: one for Veteran program; two for FAD; also ran a “Thank You” to sponsors
 - Banners – made new FAD banner which will can be used every year
 - Total Advertising cost was \$2,746
- How people heard about FAD: Radio - 45; Paper - 38; TV – 2; Road Signs – 55
- Other – 50 (friends 13, internet 4, saw B-25 11, Facebook 5, repeat 15, work 2)
- Expenses before we even held these events - \$10,337
- Volunteers: Enough to cover all aspects of the event, thanks to CAP for the manpower
- Young Eagle Flights - Our chapter pilots flew 18 kids, but thanks to 3 pilots from Chapter 850 and a pilot from Beaver Dam our total was 67.
- Aircraft traffic Control - Managed to get the Young Eagle and B-25 flights deconflicted.

Come to the meeting on Saturday to get more information as we debrief the good, the bad, the funny, and moving moments of preparing for and executing these two events. All helpful comments are welcome. Will

EAA Webinars

10/17/18	7 p.m. CDT	Preparing for an IFR Winter Cross-Country*	Gary Baker
10/23/18	7 p.m. CDT	How to Prepare for an Unknown Aerobatic Sequence	Jim Bourke
10/30/18	7 p.m. CDT	Flying to the Bahamas*	Mike Zidziunas
11/7/18	8 p.m. CDT	Operating Oversquare	Mike Busch
11/14/18	7 p.m. CDT	Charting Your Course: Deciphering the VFR Sectional Aeronautical Chart*	Prof. H. Paul Shuch
11/21/18	7 p.m. CDT	Tailwheel Flying Techniques*	Glen Oliphant
11/28/18	7 p.m. CDT	ADS-B: A Practical Guide For Pilots*	John Zimmerman

* Qualifies for FAA Wings credit.

EAA Talks Homebuilt Reform With FAA

The Experimental Aircraft Association (EAA) says that its Modernization of Special Airworthiness Certification (MOSAIC) rulemaking initiative has made substantial progress after a meeting with FAA officials in Washington, D.C., earlier this week. EAA also met with the FAA during AirVenture to discuss MOSAIC, which is designed to “relieve builders of well-proven homebuilts of some of the burdens that have limited their aircraft’s use and flexibility but not enhanced safety.”

“We are pursuing improved operating limitations that are much less restrictive for certain parts of the amateur-built community,” said EAA’s vice president of advocacy and safety, Sean Elliott. “It is a natural step given the proven and continuing high level of safety within the homebuilt community. This rulemaking initiative, along with redefining light-sport aircraft, is one of EAA’s top priorities over the next two years.”

EAA says that MOSAIC is intended to expand amateur-built pathways while leaving the traditional approach in place. Examples given by the organization of some of the proposed changes include allowing assistance from professional builders beyond the 51-percent rule and letting a contractor build a complete aircraft for a client.

The MOSAIC rulemaking package will also include language for light-sport reform, according to EAA. Although the specifics for the LSA proposal have not yet been laid out, the organization expects the reform to expand the LSA category to include more qualifying aircraft and make provisions for features such as electric propulsion. EAA says MOSAIC seems to be on track to enter the FAA rulemaking process in early 2019. (*From AVwebFlash, Kate O’Conner, 9/14/18*)

LSA Weight Limit Increasing To 3600

A high-ranking FAA source has confirmed that the FAA plans to almost triple the maximum weight for most light sport aircraft to 3600 pounds in rulemaking that will be introduced in January. The source confirmed the scant details of a Facebook post written by AOPA Senior VP of Media and Outreach Tom Haines from the AOPA Regional Fly-In at Carbondale, Illinois. “Great news out of AOPA: your freedom to fly Fly-in at Carbondale,” Haines wrote. “In January the FAA will issue a notice of proposed rulemaking increasing max weight for a light sport airplane from 1320 lbs to 3600 lbs. And ADS-B rebate will be back again in a few days. More to come.” The FAA source declined to elaborate on details of the proposed rulemaking but suggested more information will be forthcoming “soon.” (*from AVwebAlert, 10/7/18*)

Flying Events (within 200nm): (B) Breakfast (L) lunch (D) Dinner *All times CDT*

Every Friday Fly-in (L) Iola, WI (68C) Noon, but get there early, \$10 for life time membership

Every Thursday (L) Marshfield, WI (MFI), noon till the pizza runs out

Varying dates Wisconsin/Yooper Flying Hamburger Socials Go to www.wiflysocial.com

Oct 13 VFR/IFR Seminars & Tours Volk Field, WI (VOK) 8:30am - 3:00pm

Oct 21 Find Me Scavenger Hunt Waupaca, WI (PCZ) 12:00pm - 6:00pm \$10

Oct 28 Pumpkin Drop Juneau, WI (UNU) 9:00am - 3:00pm \$10

http://www.flyins.com/upload/event_doc/1537557153PumpkinDrop-FLYER-2018.pdf

Please Send Chapter Dues to:

Please send to EAA Chapter 439, P.O. Box 264, Quinnesec, MI 49876

Reflections of Our Aviation Community

General aviation (GA) organizations are an important part of our aviation community. They bring like-minded aviators together for information, resources, education, and the promotion of all things GA. Check out the article, "Reflections of Our Aviation Community," to learn more about two well-known GA organizations — the Aircraft Owners and Pilots Association (AOPA), and the Experimental Aircraft Association (EAA) and how they play an important role in supporting your aviation world. You can find the article in the September/October 2018 issue of FAA Safety Briefing at <https://adobe.ly/2C6YpoB>. You can read the entire issue at 1.usa.gov/FAA_ASB. (from FAASafety.gov 10/5/18)

New Nall Report Shows Continuing Decline in GA Accident Rate

The overall general aviation (GA) accident rate per 100,000 flight hours declined even as total flight hours have increased, according to the 27th Joseph T. Nall Report, released by the AOPA Air Safety Institute. The Air Safety Institute also released the 2016-2017 GA Accident Scorecard, a brief statistical summary that supplements the Nall Report's detailed examination of 2015 data. It noted that for the third consecutive year, the overall GA fatal accident rate declined. (from FAASafety.gov 10/5/18)

Download the latest Nall Report at <http://bit.ly/2JL1nxM> and AOPA's 2016-2017 GA Accident Scorecard at <http://bit.ly/1617GAscore>.

Congress Passes FAA Reauthorization

The U.S. Senate passed a FAA reauthorization bill, sending the measure to the White House for the president's expected signature. The legislation authorizes the FAA programs and revenue collection for the next five years, providing stability for the agency and activities important to general aviation.

EAA and other general aviation organizations had worked to ensure that provisions that supported and encouraged GA were included in the bill. One of the most important specifics was keeping any ATC privatization or user fee language out of the bill, which EAA CEO and Chairman of the Board Jack J. Pelton noted last week was because of a "strong coalition of all of the GA stakeholders" and EAA members who made their voices heard and "got the facts on the table with regards to privatization and its impact on general aviation."

The bill is large — more than 500 separate sections — but included notable positives for general and recreational aviation. Some of those address such areas as aircraft certification reform, Part 91 review, GA airport funding, designated pilot examiner reform, and more. It also included provisions that had been previously offered in separate bills, such as improving pilot access to NOTAMs and expansion of the Pilot's Bill of Rights.

"The major victory is that the FAA will now be able to plan for five years and we will not have the difficult uncertainty of continuing resolutions and extensions," Pelton said. "We appreciate the leadership of lawmakers who saw the importance of this measure and worked against a difficult deadline to get it done in a bipartisan manner." (from EAA news 10/3/18)

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Dues are \$15.00 a year (\$25 for mailed newsletter)! From August 1st Please send them to above address.

Website: www.eaa439.org